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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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1. [redacted] qualifications for drivers in the USSR sent to you for retention in the belief that it may be of interest.
2. Both Red Army drivers and State-employed civilian drivers in the USSR are subject to the same requirements and tests.
3. Drivers are divided into three classes. On passing the first examination a candidate becomes a driver third class. This test consists of an actual driving test, an examination on the articles of the Soviet Highway code, an elementary technical examination on the mechanics of the vehicle, and a practical mechanical test (candidate has to demonstrate ability to detect minor faults, change and mend tires, etc). Having passed this test the driver is permitted to use a restricted number of vehicle types in cities or alternatively is allowed a larger selection in districts where the traffic is not great.
4. After having held a class III permit for a period of two years, and provided his record is clean, the driver may proceed to the examination for driver Class II. During the intervening two years he is expected not only to have acquired driving experience but to have studied the technical and mechanical aspects of various types of vehicles. The Class II examination comprises a severer practical driving test, and a series of technical and practical examinations on the mechanical side. A driver Class II after having passed this examination is expected to be able to undertake, or supervise major repairs to any type of vehicle. A driver Class II has a greater range of vehicles, and consequently jobs, from which to choose. Class II drivers, for example, are accepted as drivers for Moscow buses and taxis. In the Red Army a Class II driver may expect promotion up to a sergeant and may be responsible for the maintenance of a number of vehicles.
5. After a further three years' satisfactory record a driver Class II may proceed to the examination for driver Class I. For this the candidate will require more detailed technical knowledge still, and also to prove his ability to become an instructor. There are relatively few Class I drivers, most of the successful ones becoming instructors, or going into vehicle producing factories. In view of their technical knowledge Class I drivers in the Army are usually eligible for a commission.

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6. Owners of private cars have to take a test roughly equivalent to a driver Class III; however the severity of the practical test and the knowledge required of the highway code, etc., depends on the amount of traffic in the locality in which the candidate is likely to be driving.
7. The requirements for tractor drivers are similar, though of course knowledge of the highway code is not necessary.
8. Army drivers are loosely affiliated to the tank arm (black shoulder boards, etc) in view of the fact that their technical knowledge would make them eligible for incorporation into a tank or mechanized division in the case of an emergency.